**Losses incurred by DTC**

1103. SHRI DHULESHWAR MEENA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the accumulated losses incurred by private operators are making huge profits on the 1st April, 1992;

(b) the reasons for these losses while the private operotors are making huge profits on the routes given to them;

(c) whether it is a fact that services of DTC are very erratic, unreliable and inefficient; if so, the reasons therefore; and

(d) whether any final decision has been taken on the proposal of Golden Handshake in the DTC; if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Up to 31-3-1992, the accumulated losses of DTC were estimated to be Rs. 84723.40 lakhs (Provisional).

(b) The main reasons for the losses of DTC are:—

(i) Un-economic fare structure;

(ii) Rising cost of labour and material inputs;

(iii) Concessions given to students and other weaker sections of the society through concessional passes; and

(iv) Heavy interest burden on loans advanced by Government.

(c) No, Sir.

(d) No, Sir.

**Scheme for Passenger Oriented Facilities**

1104. SHRI MENTAY PADMANABHAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news-item which appeared in the Indian Express dated the 22nd April, 1992, under the caption "Passenger-oriented facilities-Transport Ministry's plan shot down";

(b) if so, the details thereof together with the status of this scheme; and

(c) time schedule for implementation thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) Under an ongoing scheme, these facilities are to be provided both under the private sector and Govt. sector. All efforts are being made to expedite the scheme. For facilities to be constructed by private sector, letters of intent have been issued to 31 parties and one facility on NH 17 in Maharashtra has already been completed and opened to traffic. Under the Govt. sector, such facilities are in different stages of development at 17 locations.

(c) There is no fixed time schedule for implementation of the scheme. However, individual facilities are expected to be completed within 1-2 years of receipt of all necessary clearances/approvals.

**दिल्ली परिवहन निगम के बस स्टैंडों पर शेड**

1105. **श्री मोहम्मद अफजल उर्फ मीम अफजल:** क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में दिल्ली परिवहन निगम के बस स्टैन्डों की कुल संख्या कितनी है,

(ख) दिल्ली में इन बस-स्टैन्डों में से कितने बस स्टेन्डों पर दिल्ली परिवहन निगम द्वारा शेडों का निर्माण किया गया है, और

(ग) वर्ष 1992-93 के दौरान कितने बस-स्टैन्डों के ऊपर शेडों का निर्माण करने का प्रस्ताव है ?

**जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर)** : (क) लगभग 5500 ।

(ख) 1836 ।

(ग) दिल्ली परिवहन निगम ने वर्ष 1992 93 के दौरान लगभग 300 बस बयू शैल्टरों के निर्माण का कार्यक्रम बनाया है, जो निधियों की उपलब्धता पर निर्भर करेगा ।

**Viability of State Transport Corporations**

1106. SHRI SANTOSH BAGRODIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of the State Road Transport Corporations in the country running at a loss and those making profits during the last three years, year-wise; and

(b) the names of the State Corporations and the amount of profit loss during the above period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The required information is annexed in the statement attached herewith.

**Statement**

*Net Profit/Loss incurred by SRTC*

(Rs. in crores)

| S. No. | Name of the State Road Transport Corporation | Name of the States | 1988-89 Actual | 1989-90 Actual | 1990-91 Revised Estimates |
|---|---|---|---|---|---|
| 1 | Andhra Pradesh SRTC | Andhra Pradesh | 2.15 | —20.63 | 16.04 |
| 2 | Assam STC | Assam | —11.31 | —13.53 | —14.62 |
| 3 | Bihar SRTC | Bihar | —8.87 | —13.23 | —44.15 |
| 4 | Calcutta STC | West Bengal | —19.05 | —22.28 | —17.97 |
| 5 | Delhi TC | UT, Delhi | -99.58 | —120.57 | —167.54 |
| 6 | Gujarat SRTC | Gujarat | —1.66 | 1.09 | —40.89 |
| 7 | Himachal Pradesh SRTC | H.P. | —4.01 | —9.49 | —33.49 |
| 8 | J & K SRTC | Jammu & Kashmir | —17.52 | —11.58 | —11.56 |
| 9 | Karnataka SRTC | Karnataka | —54.00 | —37.70 | 21.43 |
| 10 | Kerala SRTC | Kerala | —23.15 | —19.67 | —31 39 |
| 11 | Madhya Pradesh SRTC | Madhya Pradesh | —14.99 | —17.05 | 0.60 |
| 12 | Maharashtra SRTC | Maharashtra | —49.98 | —66.43 | —37.52 |
| 13 | Manipur SRTC | Manipur | 0.81 | —1.21 | —1.68 |
| 14 | Meghalaya SRTC | Meghalaya | —0.83 | —2.11 | —1.64 |
| 15 | Orissa SRTC | Orissa | —6.81 | —5.85 | —2.91 |
| 16 | PEPSU RTU | Punjab | —21.48 | —18.61 | —17.21 |
| 17 | Rajasthan SRTC | Rajasthan | 0.15 | —6.35 | —9.89 |
| 18 | Tripura SRTU | Tripura | —2.70 | —3.17 | —3.50 |
| 19 | Uttar Pradesh SRTC | Uttar Pradesh | 17.57 | —24.75 | —26.89 |
| 20 | North Bengal STC | West Bengal | —0.75 | —2.53 | —1.50 |
| 21 | South Bengal STC | West Bengal | —2.48 | —2.71 | —2.21 |